

STATE COASTAL CONSERVANCY

Project Summary
July 22, 1988

MARINA BAY SHORELINE TRAIL

File No. 88-018
Project Manager: Karen Rust

REQUESTED ACTION: Authorization to disburse an amount not to exceed \$315,000, of which \$115,000 will be reimbursable, to the City of Richmond for the construction of Phase 1 of the proposed shoreline trail along Marina Bay.

LOCATION: Adjacent to the City of Richmond's Marina Bay area, approximately 5,000 linear feet along San Francisco Bay (Exhibit 1).

PROJECT CATEGORY: Coastal Access

ESTIMATED COST:	Total proposed trail project:	\$1,174,000
	Total Phase 1 estimated costs:	\$924,000
	Coastal Conservancy:	\$315,000
	City of Richmond:	<u>609,000</u>
	TOTAL:	\$924,000

PROJECT SUMMARY: The City proposes to construct five thousand feet of trail and related improvements to expand public access along the shore of Richmond's Marina Bay. The Phase 1 portion of the project includes site preparation for the entire 5,000 foot trail and final construction of a 2,500 foot trail component (landscaping, lighting, benches, etc.); construction of a three acre trailhead park with restroom, parking lot, and 500 feet of trails connecting to the proposed shoreline trail. Conservancy funds would be used for trail construction components of this phase.

The proposed project will create new shoreline access in an area previously closed to the public and will provide a major link between other waterfront recreational facilities within the project and the region. Significantly, the project will serve as a critical link in the proposed Ring-Around-the-Bay Trail along the East Bay shoreline.

STATE COASTAL CONSERVANCY

**Staff Recommendation
July 22, 1988**

MARINA BAY SHORELINE TRAIL

**File No. 88-018
Project Manager: Karen Rust**

**STAFF
RECOMMENDATION:**

Staff recommends that the State Coastal Conservancy adopt the following resolution:

"The State Coastal Conservancy hereby authorizes the disbursement of a total amount not to exceed three hundred fifteen thousand dollars (\$315,000) to the City of Richmond for the development of Phase 1 of the Marina Bay Shoreline Trail, subject to the following conditions:

1. Prior to the disbursement of funds, the City shall:
 - a. Submit resolutions by its governing body authorizing the execution of and approving the terms and conditions of the grant agreement;
 - b. Submit for review and approval by the Executive Officer of the Conservancy work programs and final construction plans for Phase I, including a signing plan; and
 - c. Obtain all permits and approvals necessary to construct the project.
2. All property developed with Conservancy funds shall be used only for public access purposes; and the City shall operate and maintain the improvements for at least twenty (20) years.
3. The City shall repay to the Conservancy one hundred fifteen thousand dollars (\$115,000) with interest accruing at six and 92/one hundredths percent (6.92%) annually over seven (7) years."

Staff further recommends that the Conservancy adopt the following findings based on the information and exhibits contained in this staff recommendation:

"The State Coastal Conservancy hereby finds that:

1. The proposed project is consistent with the purposes and criteria set forth in Chapter 9 of Division 21 of the Public Resources Code (Sections 31400-31405) which authorizes the Conservancy to assist in the implemen-

tation of a system of public accessways to and along the state's coastline, including San Francisco Bay.

2. The proposed access improvements will serve greater than local public needs; and
3. The proposed project is consistent with relevant guidelines and criteria set forth in the Comprehensive Coastal and San Francisco Bay Program Announcement adopted April 1985."

STAFF DISCUSSION:

Site Description-

The proposed site of the Marina Bay Trail is a 5,000 foot stretch of the shoreline along the west edge of the City of Richmond. The area offers breathtaking views of San Francisco, the Golden Gate Bridge, Brooks Island, and a panoramic vista of the entire East Bay shoreline.

Due to the site's long industrial history, there has been limited access to the shoreline in this area. Currently, it is in the City's ownership and, though much of the area is fenced pending the development of access facilities, there are many visitors, especially fishermen, who manage to get to the shoreline. The site is currently unsafe for use, however, as it is filled with debris and other hazards.

Project Description-

The project is divided into two phases. Phase I consists of site preparation for both phases, constructing the trail along 2,500 linear feet, planting and irrigation, street furniture, and lighting. Phase II consists of two additional extensions of the trail (approximately 1,200+ linear feet each), to the east and west of the Phase I trail.

As its matching funds contribution to Phase I, the City proposes to construct a three-acre park, which would be located approximately in the middle of the Phase I trail. The park would provide restroom facilities, a forty car parking lot and picnic facilities. The park and trail will be open 24 hours a day to accommodate not only daytime hikers and bicyclists, but also fishermen who need to get to the water whenever "the fish are running."

The proposed multi-use trail would be eight feet wide, with minimum two foot shoulders, and extend from the Santa Fe Railroad Bridge westerly around a marsh restoration project. It will then extend past the proposed trail head park and along the southern shoreline of the peninsula separating the Richmond Marina from San Francisco Bay. The trail would end at the western portion of the peninsula, adjacent to the proposed six acre Peninsula Park. The landscaped parkway to be developed alongside the trail will vary in width from 60 to 200 feet and contain seating and overlooks, interpretive kiosks, and fishing access points. The trail and adjacent

park areas will be handicapped-accessible for its entire length.

It is anticipated that the trail will be incorporated into a larger regional system of trails, parks, and esplanades from Point Isabel to Miller-Knox Regional Park in Point Richmond, a distance of nearly five miles. Ultimately, the project will serve as a major trailhead/destination point along the East Bay portion of the proposed Ring-Around-the-Bay Trail.

PROJECT COSTS: In June 1987, the Richmond City Council approved \$609,000 in funding for the Marina Bay Trail Head Park. To complete the Phase 1 trail project, the City has requested a financing package totalling \$315,000 from the Conservancy. These costs are broken down as follows:

Materials	\$ 43,000
Labor	160,000
Sub-contracts (planting, irrigation, electrical, etc.)	80,500
Administrative and Engineering	<u>31,500</u>

TOTAL PHASE 1 TRAIL COSTS: \$315,000

Staff recommends a \$315,000 financing package of which \$200,000 would be provided as a grant and \$115,000 to be provided on a reimbursable basis (terms: 6.92 interest over seven years). This financing package would allow the Conservancy to maximize the number of projects it can undertake in the Bay this fiscal year. It is anticipated that the City will request up to \$250,000 from the Conservancy in subsequent fiscal years to undertake Phase 2 of the project.

LOCAL SUPPORT: Letters of support for the project will be available at the public hearing.

**CONSISTENCY WITH
CONSERVANCY
LEGISLATION:** Chapter 9 of the Conservancy's enabling legislation calls for implementation of a system of public coastal accessways to and along San Francisco Bay and Suisun Marsh and authorizes the Conservancy to award grants to local jurisdictions and nonprofit organizations for the development of such access facilities.

**CONSISTENCY WITH
CONSERVANCY
GUIDELINES:** 1. Serves Greater than Local Need: The project would serve people from throughout the Bay Area. It is near the new Highway 580 extension, and is also accessible to boaters. The site gives tremendous views of the San Francisco shoreline, the Golden Gate Bridge and Marin, Brooks Island, and

the East Bay shoreline. Once developed, this could be a major access facility in the East Bay, particularly if connections are made to Point Isabel. The City estimates that approximately twenty to forty thousand visitors will use the facilities annually.

2. San Francisco Bay Plan/Local Jurisdiction Plan Consistency: The project was determined by BCDC to be consistent with the policies of the Bay Plan and the McAteer-Petris Act at its meeting of January 6, 1988.

3. Consistency with Conservancy Access Standards: The various project components are consistent with access standards, specifically standards 1, 4, 6, 9, and 10.

4. Increased Access: The project would greatly increase access to the area for all types of people including pedestrians, bicyclists, fishermen, and disabled users. The recent extension of the Marina Bay Parkway to the site and the proposed development of the parking lot by the City of Richmond will assist vehicular access to the area and allow greater usage than is now currently possible.

5. Matching Funds: The City has earmarked \$609,000 in matching funds towards the Phase 1 project. In addition, the opening of the Richmond shoreline to public access is a high priority of the City, which is currently putting together a funding strategy to complete Phase 2 of the trail project as well as the development of a six acre Peninsula Park at the end of the peninsula protecting the marina.

6. Urgency: Currently the site is not accessible to most users due to debris, other hazards, and lack of parking and vehicular travel to the area. Now that the property is owned by the City of Richmond, however, there is a tremendous demand for shoreline park facilities in the area.

7. Innovation and Design Excellence: The Shoreline Trail would provide almost 1 mile of public access to an area boasting a variety of attractions including a marsh area, beaches, parks, fishing areas, and the marina. The trail is designed to shield the public from the private spaces by grade separations, low walls, earth forms, and planting, while still maintaining views from the residences.

8. Cost-Effectiveness: The trail is believed by the applicant to be capable of serving 20,000 to 40,000 users per year indefinitely, given proper maintenance. The cost per foot of trail is comparable to other trail project estimates submitted.

9. Operation and Maintenance: The trail will be operated and maintained by the Richmond Redevelopment Agency.

CONSISTENCY WITH
SAN FRANCISCO BAY
PLAN POLICIES:

At its January 6, 1988 meeting, the Bay Conservation and Development Commission (BCDC) determined that the proposed Richmond Marina Bay Trail was consistent with the San Francisco Bay Plan and the McAteer-Petris Act. The South Richmond Special Area Plan (a part of the Bay Plan) designates two small parks and much of the shoreline in the area for park priority use. Finally, the BCDC Public Access Supplement Map designates the area as an "exceptional shoreline site."

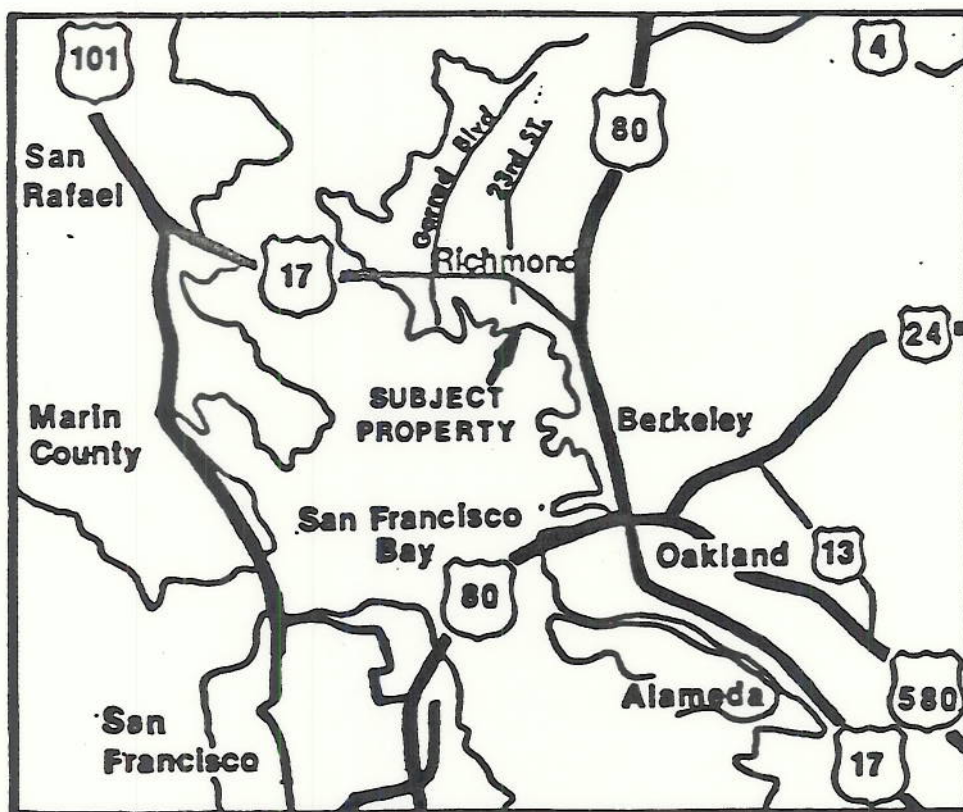
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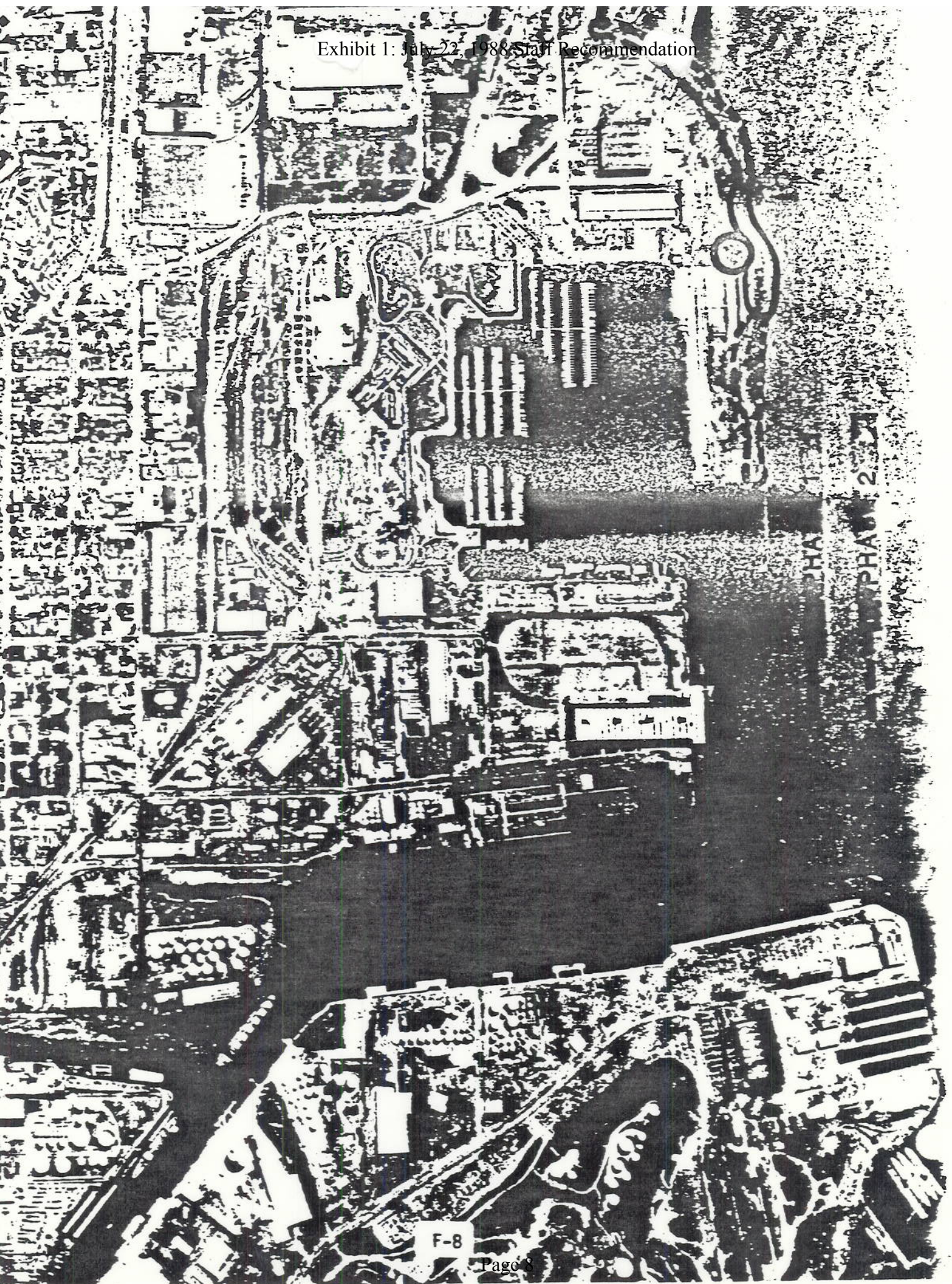
The proposed project is categorically exempt from the requirements of CEQA as provided in California Code of Regulations Section 15304 (Class 4). This section pertains to minor alterations in the condition of land, including the following:

Filling of earth into previously excavated land with materials compatible with the natural features of the site.

The project involves construction of a decomposed granite pathway and parklands on a peninsula of land that was created by excavation for the Kaiser Shipyard #2 (now the Richmond Marina Bay).

Vicinity Map





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